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COAST GUARD BULLETIN

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THE COAST GUARD 157 YEARS OLD

On August 4, 1947, the Coast Guard will be 157 years old. Soon after Congress had passed the first Tariff Act in 1789, Alexander Hamilton, the first Secretary of the Treasury, recommended to Congress the construction of "10 boats" to be employed "for the security of the revenue." These were authorized on August 4, 1790, and with them was born the Revenue Marine, later to be called the Revenue Cutter Service, and finally to become the Coast Guard.

Not long after its organization the Revenue Marine found itself invested with additional duties. Eight of its cutters were first placed in cooperation with 12 vessels of the newly organized Navy in the Quasi War with France in 1798 and did fine service in the summer and fall of 1799, capturing, unaided, 16 out of the 20 French privateers taken. Shortly after this the Revenue Marine was entrusted with the enforcement of the State quarantine laws; then with the suppression of piracy and the slave trade; also with the enforcement of the neutrality laws and later with suppressing all crime on the high seas.

In the War of 1812 9 cutters, averaging 125 tons each, captured 14 British vessels. In 1836, 8 cutters cooperated with the Army and Navy in the Seminole War in Florida. In the following year the service was charged with rendering assistance to "distressed navigators" along our coasts. In the Mexican War of 1846–48 11 cutters participated, 2 of them winning glory in amphibious operations at the mouth of the Tobasco River. In the Civil War the service fought for the Union with 6 steam cutters, 3 paddle-wheel steamers and 14 sailing vessels, 1 of which accompanied the *Monitor* in its battle with the *Merrimac*. When we acquired Alaska in 1867 a long period of law enforcement in that territory began for the cutters, including protection of seal, halibut, and other fish and game. Thirteen cutters cooperated with the Navy in the Spanish American War in 1898 with the officers of the *Hudson* getting the only gold and silver medals bestowed by Congress in that war.

The International Ice Patrol was added to duties of the service in 1913, and in 1915 the Life Saving Service, with its tradition of intrepidity, was amalgamated with the Revenue Cutter Service to form the Coast Guard. In World War I, it suffered the greatest losses, in proportion to its size, of any of our armed services. In 1939 the Lighthouse Service became part of the Coast Guard, and in 1942, soon after the outbreak of World War II, many marine inspection duties were transferred to it. In the latest conflict the Coast Guard participated in every amphibious landing from Guadalcanal to Tokyo, and from Casablanca to Southern France, fought submarines by sea and air, captured Nazis in Greenland, and guarded 50,000 miles of our coasts with beach patrols. It manned 291 Army, 351 Navy and 802 of its own vessels with a total military strength of 239,422 officers and men, including 45,000 Temporary Reservists and 22,000 plant guards. 1,878 Coast Guardsmen gave their lives, and 1,868 were decorated.

[1] Published with the approval of the Director of the Budget.

Distribution (SDL No. 30):
A: a, c, d, (5 ea); e, f, h, m (3 ea); remainder (1 ea)
B: c (14 ea); e, f, g, h, i (5 ea); j (3 ea); k (2 ea); remainder (1 ea)
C: all (1 ea)
D: all (1 ea)

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SUMMARY OF PEACETIME DUTIES OF THE UNITED STATES COAST GUARD

The Coast Guard acts as part of the Navy in time of war and is under the Treasury Department in time of peace. In addition to its military duties it enforces the following laws:

NAVIGATION LAWS—REGISTRATION OF VESSELS

Formerly enforced for the Department of Commerce, the Coast Guard now enforces these laws on "vessels of the United States" which are required to carry certain documents, specified by law for each class, in order that their identity and nationality may be readily ascertained. Penalties are imposed for fraud and negligence in vessel registration.

OTHER REQUIREMENTS OF VESSELS

Numerous other requirements which vessels of the United States must meet, such as space and accommodations for crew and hospital and their general cleanliness and accessibility; fumigation of forecastles at stipulated intervals and provisions of at least two exits, are subject to Coast Guard enforcement.

LOAD LINES

Under the authority of the International Load Line Convention of 1930, the provisions of the Coast Guard enforced United States Load Line Act of March 2, 1929, are extended to merchant vessels of 150 gross tons or over of countries which have ratified or acceded to the convention, with vessels of foreign countries having laws equally effective with ours, reciprocally exempt. This and the attendant coastwise act prohibit vessels from proceeding to sea so loaded as to submerge the load line.

MERCHANT MARINE PERSONNEL

Coast Guard enforced laws require vessels of the United States to have American citizens as officers; a specified complement of officers and crew, including certified lifeboatmen; a minimum number of licensed officers on passenger vessels to be American citizens, with 75 percent of the crew; the entire crew of subsidized and cargo vessels to be American citizens, with 10 percent aliens in the steward's department on such passenger vessels; the 8-hour day for seamen, in port as well as at sea, except in emergency or in certain extenuating circumstances. Coast Guard shipping commissioners located in most of the principal ports superintend seamen's engagement and discharge.

VESSEL INSPECTION

Heavy penalties are imposed for failure of certain types of vessels to be inspected. Special regulations deal with tank vessels. Frequent examinations of such vessels by the Coast Guard enforce various other requirements.

RULES OF THE ROAD

Vessels violating the international rules of the road may be held at fault following a collision. Inland rules of the road, including regulations governing the length of tow lines in inland waters, are enforceable by the Coast Guard.

MOTORBOAT ACT—OBSTRUCTIONS—OIL POLLUTION—ANCHORAGE—PATROLLING REGATTAS

The Coast Guard enforces the law regulating lights and signals on motorboats and all nonsteam vessels 65 feet or over in length, the type and number of their life preservers, fire extinguishers, and the licensing of operators of those carrying passengers for hire; the regulations dealing with the obstruction of navigable waters, including obstruction or interference with any aid to navigation; oil pollution regulations applicable to vessels carrying oil for fuel or in excess of lubricating needs on tidal, coastal, and navigable waters; local anchorage rules and regulations; and issues regulations necessary to promote the safety of life on navigable waters during regattas or marine parades.

PIRACY AND MUTINY

The President is authorized to instruct commanders of public armed vessels of the United States to seize any armed vessel, the crew of which shall have attempted or committed any piratical aggression. Also to retake any vessel of the United States unlawfully captured upon the high seas.

LAW ENFORCEMENT ON THE HIGH SEAS

The Coast Guard is charged with the prevention, detection, and suppression

of violation of laws of the United States on the high seas, in harbors, bays, sounds, roadsteads, and the like bodies of water along the coasts of the United States, its Territories, and possessions, and shores of the Great Lakes, and on the Great Lakes and connecting waters thereof. Officers of the Customs or of the Coast Guard may, at any time, go on board any vessel or vehicle at any place, within the United States or within 4 leagues of its coast, to examine the manifests and inspect, search, and examine every part thereof and any person, trunk, or package on board, using all necessary force to compel compliance. Violations of the revenue laws justify seizure and arrest. Crimes committed upon the high seas by American citizens or upon American vessels come within the enforcement duties of the Coast Guard.

CONSERVATION LAWS

The Coast Guard enforces the Northern Pacific Halibut Act of 1932 which makes it unlawful for any person to catch any halibut at any time in any of the waters closed to such fishing from November 1 to February 15 each year as established by the convention signed between the United States and Canada, including the high seas, the Bering Sea, and including, and extending westerly from, the territorial waters of the United States and Canada; the Pelagic Deep Sea Sealing Act of 1912 which gives effect to the convention between the United States, Great Britain, Russia, and Japan for the preservation of fur seals and sea-otter, in North Pacific waters and forbids any United States citizen from killing, capturing, or pursuing, at any time, any fur seal in these waters, north of 30° N. and sea otters within the 3-mile limit of the United States territory only; the act to protect walruses in Alaska; the Alien Fishing Act which prohibits aliens, including companies, corporations, or associations, from fishing, except with rod, spear, or gaff, in Alaskan waters; the Alaska Game Law; the Whaling Treaty Act which gives effect to a convention between the United States and 21 other countries and regulates the taking of right whales so as to preserve them from extinction; the Migratory Bird Act which gives effect to the convention between the United States and Great Britain for the protection of migratory birds; and the Sponge Fishing Act which regulates the taking and catching in the waters of the Gulf of Mexico or the Straits of Florida, outside the State limits, commercial sponges measuring when wet less than 5 inches in their maximum diameter.

MISCELLANEOUS LAWS

The Coast Guard enforces local, State quarantine laws any place on the waters of the State, and national quarantine laws on the high seas and navigable waters of the United States; those portions of the Air Commerce Act which provide penalties for the exhibition of any false light or signal with intent to interfere with air navigation in the navigable airspace or waters of the United States; the immigration laws which make it unlawful to bring into the United States or conceal or harbor any alien not duly admitted by an immigration inspector or not lawfully entitled to enter or reside therein; the neutrality laws within the 3-mile limit, as to foreign vessels and persons, but anywhere on the high seas as to American vessels and nationals; regulations prohibiting the export or hoarding of gold or silver coin, bullion, or currency; those prohibiting the transportation on United States navigable waters of any inflammable, explosive, or like dangerous cargo,, anchoring in such waters, or going into drydock for repairs, while having on board such dangerous cargo, until it has been inspected and a safety permit issued by the Coast Guard; laws governing the transportation, import, and export of certain commodities, including adulterated seeds, certain high explosives, lottery tickets, birds and animals declared injurious, obscene books, contraceptives and abortifacents, and all cattle, sheep, swine, and goats, unless inspected and certified sound and healthy; internal revenue laws on the high seas and navigable waters; and certain sections of the Submarine Cable Act pertaining to willful and negligent injury to submarine cables.

MARITIME SAFETY—ASSISTANCE

In 1837 Congress authorized the President to employ "public vessels" for the purpose of cruising the coast in severe weather and affording aid to "distressed navigators." The Coast Guard is charged with the preservation of life and property from shipwreck; with taking charge of and protecting property saved from shipwreck and properly caring for bodies of such as may perish in shipwreck; with extending

medical and surgical aid to the crews of American vessels engaged in deep-sea fisheries; with rescuing lives and property, aiding vessels in distress, and distributing food and clothing to marooned people, during flood times on the Mississippi and Ohio Rivers and their tributaries.

INTERNATIONAL ICE PATROL

The International Service of Ice Observation and Ice Patrol, initiated by the United States in 1912, following the sinking of the *Titanic* by collision with an iceberg, continued when a formal convention was signed at London by the principal maritime powers, prescribing a permanent and systematic patrol, which the Coast Guard now conducts.

SEARCH AND RESCUE

"Air Sea Rescue," inaugurated in 1939 and developed during 1943–46, is being maintained as a regular peacetime Coast Guard function renamed "Search and Rescue." There are, as yet, no specific legal bases for many of the instrumentalities used in "Search and Rescue" but if the United States accepts its obligation of maintaining seven and one-half weather patrol stations under the Provisional International Civil Aviation Organization, necessary United States enabling legislation for both "Search and Rescue" and "Weather Patrol" should follow.

AIDS TO NAVIGATION

On July 1, 1939, the Coast Guard took over the Lighthouse Service from the Department of Commerce and became charged with the construction, operation, maintenance, repairs, illumination, and inspection of all aids to navigation. Wartime development of LORAN, pulse radio navigation system, and RACON, fixed frequency transponder, together with other wartime developed aids, are being carried over into the peacetime program.

WEATHER PATROL

In 1940, the Coast Guard established an Atlantic Weather Observation Service, patrolling certain weather stations, which were areas 100 miles square, between Bermuda and the Azores, for the protection of the rapidly increasing trans-Atlantic air commerce. On May 1, 1947, there were two of these in the Atlantic and two in the Pacific. With the acceptance of the United States responsibilities under PICAO (see "Search and Rescue") the number would be increased to seven and one-half in the Atlantic and two in the Pacific.

ICE BREAKING

The Coast Guard was directed by Executive order of December 21, 1936, to assist in keeping open channels and harbors by means of ice breaking in accordance with the reasonable demands of commerce. It operates with its own cutters and, on the Great Lakes, its own specially designed icebreaker, the *Mackinaw*.

STATISTICS ON MARINE DISASTER

The Coast Guard is authorized to collect and compile statistics of marine disasters to help in determining the location of lifeboat stations and aids to navigation.

MARINE INSPECTION

On July 16, 1946, certain functions of the former Bureau of Marine Inspection and Navigation of the Department of Commerce were transferred permanently to the Coast Guard after being temporarily performed since February 28, 1942. These were in three main categories—those dealing with the safety features of ship construction and repair, and with safety equipment; those dealing with the enforcement of disciplinary controls over merchant marine personnel, enforced by hearing units manned by Coast Guard personnel and set up in major ports at home and abroad; and those dealing with the enforcement of duties of shipowners and officers after accidents, and other duties, many of which were already being performed by the Coast Guard for the Secretary of Commerce.

SPECIAL DUTIES IN ALASKA—DUTIES PERFORMED

Special Coast Guard duties in Alaska only, not included among those performed generally, include: administer oaths generally, including performance of the marriage ceremony when required; act in the capacity of Navy Intelligence personnel when visiting Alaska villages; dispense justice in isolated villages; perform when required, the duties of United States marshal and Commissioners, and transport "floating courts" to various points whenever required; carry the mail; transport natives, teachers, educational and other

supplies, and inspect Alaskan villages, with resultant recommendations for improvement and proper sanitary conditions; make surveys and render reports on oceanographic matters, wildlife, regional industries, fishing, schools of fish, etc.; transport Government officials, nurses, civilians, missionaries, military personnel, and transients where other transportation facilities are difficult or unavailable; also destitute seamen; make sociological surveys and take census of natives and native villages; and make special hydrographic surveys and soundings.

MILITARY READINESS—COOPERATION WITH NAVY

Under the act of March 2, 1799, vessels of the Revenue Marine "shall whenever the President of United States shall so direct, cooperate with the Navy of the United States." Under this provision of law the Revenue Marine, and it's successors the Revenue Cutter Service and Coast Guard, were ordered to cooperate with the Navy and fought in all the country's wars.

PART OF MILITARY FORCES

The act approved January 28, 1915, as amended (14 U. S. C. 1–Supp. V), establishes the Coast Guard (combining the former Revenue Cutter Service and the Life Saving Service). As amended, the law now provides "The Coast Guard, which shall be a military service and constitute a branch of the land and naval forces of the United States at all times, shall operate under the Treasury Department in time of peace and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct. * * *

NEW YORK STATE MEMBERS OF ARMED FORCES VOTING—1947

The Division for Servicemen's Voting, the official agency for handling the servicemen's votes for the State of New York, advises that applications either in the form of post cards prepared by it, or by the Federal Government, or any other writing wherein the serviceman signs his name, home residence address by street and number, city, town, and county, and the military address, may obtain a ballot if he is otherwise qualified to vote, by sending an application to the Division for Servicemen's Voting, Secretary of State of New York, Albany 1, N. Y., or to the board of elections of his home county of residence. The postcard application may be obtained from your voting officer or by writing to the Division for Servicemen's Voting, Secretary of State of New York, Albany 1, N. Y., or to the serviceman's local board of elections of his home county of residence.

The application should be mailed so as to be received by this division not later than October 15, 1947.

War ballots will be forwarded to the servicemen by the local boards of elections commencing September 20, 1947. These ballots, in order to be counted, must be received by the Division for Servicemen's Voting not later than noon of November 3, 1947.

Information relative to your voting rights may be obtained from your voting officer or by writing direct to the Division for Servicemen's Voting, Secretary of State of New York, Albany 1, N. Y.

AMERICAN DEFENSE AND WORLD WAR II VICTORY MEDALS BEING DISTRIBUTED

American Defense Service Medals and clasps and World War II Victory Medals are now being distributed to eligible personnel of the Coast Guard and the Public Health Service who served with the Coast Guard. To facilitate this distribution, each Coast Guard District has designated a number of offices where applications may be made and medals received.

These medals may be obtained by appearing in person and presenting proof of service, any of the following documents serving this purpose: Form NAVCG–553, notice of separation from the United States Naval Service-Coast Guard; form NAVCG–2742, disenrollment, temporary member United States Coast Guard; discharge certificate, or other official proof of eligibility for these awards. If a personal appearance is not practicable, a written request, enclosing proof of eligibility for the awards, may be addressed to the Commandant (PMM), United States Coast Guard, Washington 25, D. C. Area campaign medals will not be distributed at this time.

COAST GUARD'S OPERATION OF WEATHER STATIONS COVERS 7 YEARS

The ocean weather station program was begun in 1940 at the direction of the President, pursuant to a request of the Weather Bureau through the Secretary of Agriculture. It was made a joint Weather Bureau-Coast Guard operation; the Coast Guard providing the ships and communication facilities, and the Weather Bureau providing the observers and the special instruments and equipment required. This arrangement still continues. The number and location of ocean weather stations originally deemed necessary was determined by the Weather Bureau in consultation with the United States commercial air lines, whose needs were being served. During the war, the number and locations were determined by committees under the Joint Chiefs of Staff, primarily the Meteorological Committee of which the Weather Bureau is a member. With the establishment of the Air Coordinating Committee, that body recommended and approved the number and location of the stations, and later the interested North Atlantic States agreed at London in September 1946, that a minimum of 13 ocean weather stations were required, at positions set forth in that agreement. The Joint Chiefs of Staff and the Air Coordinating Committee have approved the 13 stations minimum and the positions.

On February 10, 1940, the Coast Guard cutters *Bibb* and *Duane* assumed positions, marking two ocean weather stations on the great-circle course between Bermuda and the Azores, located as follows:

Station No. 1—	35°38′ N.	53°21′ W.
2—	37°44′ N.	41° 13′ W.

These stations were continuously occupied in various positions in the western North Atlantic through 1943. During the summer of 1942, two plane guard, or flight security, stations were established; one between Labrador and Greenland and one between Greenland and Iceland. These stations, plane guard stations A and B, respectively, manned by Coast Guard vessels, were operated under the commander, Greenland Patrol, a Navy task group of the Atlantic Fleet, to protect the military aircraft flying over this route to Great Britain. These stations were later incorporated into the Atlantic Ocean weather station net. Thus, during 1940 and 1941 the Coast Guard operated two ocean weather stations and during 1942 and 1943 two ocean weather stations and two plane guard stations.

The commander in chief, United States Fleet on February 20, 1944, directed that two additional ocean weather stations be established. These were occupied about March 10, 1944, the four weather stations then being located as follows:

Station No. 1—	34° N.	55° W.
2—	37° N.	40° W.
3—	43° N.	38° W.
4—	54°	44°30′ W.

On April 1, 1944, operational control of ocean weather stations, and vessels attached thereto, passed from the Coast Guard to commander in chief, United States Atlantic Fleet. The actual operations were delegated to the commander task force 24, in Argentia, with administrative and technical control vested in the commander destroyers Atlantic Fleet. This shift of control was for reasons of military security and exercise of command in the Atlantic Ocean. The commander in chief, United States Fleet, in May 1944, directed that two additional weather stations be established immediately at 58° N. 37° W. and 50° N. 34° W. These were occupied on May 20 and 25, respectively, and were temporarily designated plane guard station C and weather station 5 in that order. Information was received on May 22 that the British were to occupy two weather stations in 55° N. 30° W. and 45° N. 18° W. In June 1944, plane guard stations A, B, and C were redesignated stations 6, 7, and 8, respectively. About this time, in order to adequately man all stations, several naval vessels of the Atlantic Fleet were used temporarily to fill in until the commissioning of the frigates (PF's) for this duty. On October 21, 1944, commander in chief, United States Atlantic Fleet, directed the establishment of eight ocean weather stations, including two plane guard or flight security stations; these latter, however, were to make full surface and upper air weather reports in the same manner as weather stations. The eight stations were located as follows:

Station No. 1—	34° N.	55° W.
2—	32° N.	40° W.
3—	43° N.	38° W.
4—	54° N.	44°30′ W.
5—	50° N.	34° W.
6—	58° N.	52° W.
		(plane guard).

7—63° N. 31°30′ W. (plane guard).
8—58° N. 37° W.

The number of stations manned and their locations remained as of October 21, 1944, until VE-day in the spring of 1945. In order to safeguard the tremendous increase in air traffic involved in the redeployment of allied air forces, the combined chiefs of staff directed an immediate increase in the number of ocean weather stations. By July 1, 1945, 22 stations were being maintained in the Atlantic as follows:

Western North Atlantic by United States	11
Eastern North Atlantic by United Kingdom	5
South Atlantic between Recife and Dakar, by Brazil under commander, South Atlantic Fleet	4
By United Kingdom	2
Total	22

On November 1, 1945, United States stations 1, 5. 9, 11, and Brazilian stations 14 and 15 were discontinued. At this same time, however, stations 12 and 13 were manned by Coast Guard under the commander South Atlantic Fleet so that as of November 1, 1945, the Coast Guard was manning 9 stations, 2 in the South Atlantic and 7 in the North Atlantic. Demobilization caused further reductions in British-manned stations, so that on January 1, 1946, the United States was manning 9 stations and the United Kingdom 5 stations, a total of 14.

During January 1946, the British abandoned four more stations and on January 1, 1946, station 12 was relocated in the North Atlantic to fill the gaps left by the discontinued stations. Station 13 was discontinued on March 1, 1946, ending all South Atlantic operations. Therefore, on March 1, 1946, the Coast Guard was operating eight North Atlantic weather stations and the British one. At a conference with the Commander of Naval Operations on March 1, 1946, the following was agreed upon:

> Reduce Atlantic stations to six by March 15, 1946.
> Return operational control to the Coast Guard on the same date.

Stations 10 and 12 were disestablished between March 1 and 15, and on May 1 the United Kingdom abandoned its last weather station, station 19. From that date until the present the Coast Guard has been the only agency operating Atlantic weather stations. The following table shows the stations occupied by the Coast Guard in the Atlantic for the remainder of 1946:

March 15 to May 1	6
May 1 to May 20	1
May 20 to June 10	3
June 10 to August 5	1
August 5 to September 22	3
September 22 to December 15	3
December 15 to May 1, 1947	2

The fluctuations were due to demobilization.

The ocean weather stations in the Pacific were manned by Navy vessels of various types until the frigates, manned by the Coast Guard, began to operate in that area, about May 1944. The commander in chief, United States Fleet, established a weather patrol of 2 stations in the northeastern Pacific in 1943. This was shortly increased to 4, and 3 plane guard stations were established on the flight line from San Francisco to Pearl Harbor. During the ensuing years, the number of ocean weather and plane guard stations in the Pacific was increased to 21. It was not until April 15, 1946, that the Coast Guard entered the picture as an operating agency in the Pacific. On that date, operational control of the then existing 5 stations east of Hawaii passed to the Coast Guard to be operated cooperatively with the Weather Bureau as in the Atlantic. In May 1946, these 5 stations were reduced to 3, and just prior to June 30, 1946, the stations operated by the Coast Guard in the Pacific were reduced to 2.

A tabulation of all ocean weather and plane guard stations, as of January 22, 1946, is as follows:

Total ocean weather station	34
Atlantic	12
British	3
United States (CG)	9
Pacific	22
Canada	1
United States (Navy)	21
Total vessels manned by CG for ocean station duty	44
Atlantic	23
Pacific	21
U. S. Weather Bureau personnel involved (Atlantic only)	55

EUROPEAN LIFEBOAT SERVICES

The Annual Number of Svensk Sjofarts Tidning which is the organ of the Swedish shipowning industry, con-

tains an account of Sweden's lifeboat service. In Sweden there are 26 lifeboat stations, run and maintained by the Lifeboat Society at an annual cost of less than 200,000 kronor. (Krona= about 28 cents.) In Norway where there are 28 stations, the annual expenditure is between 800,000 and 900,000 kronor. In Denmark, where the lifeboat service is run by the state, the annual expenditure is about 700,000 kronor. In England, the Royal National Lifeboat Institution spends considerably over 5,000,000 kronor annually and it is also said that the institution's plans for building and modernising for the next few years run to about 40,000,000 kronor.

The population of Norway is about 3,000,000 and that of Sweden about 6,000,000. That of Denmark is correspondingly small. In greater London alone there are about 9,000,000 people, as many as in Norway and Sweden combined.

In Norway and Sweden the number of stations is limited by the funds available. Sweden has accumulated funds amounting to about 2,000,000 kronor, which, the article states, might be used for creating new stations, thus saving the lives of many more seafaring people, but if this were done the annual income would be inadequate to the upkeep and unless state aid were forthcoming the stations could not be maintained.—*Nautical Magazine, June 1947.*

WAR DEAD BURIED OVERSEAS TO BE RETURNED

Public Law 383, Seventy-ninth Congress, provides for the evacuation and return of the remains of certain persons who died and were buried outside the continental limits of the United States and whose remains could not be returned to the United States due to wartime shipping restrictions. The responsibility for carrying out the act is placed upon the Secretary of War.

The War Department plans provide for 2 ports of entry into the United States, at New York and San Francisco. Also the establishment of 15 distribution centers at Army bases or depots at Brooklyn, Schenectady, Philadelphia, Charlotte, Atlanta, Memphis, Columbus, Ohio, Chicago, Kansas City, Fort Worth, San Antonio, ASF depot in Utah, San Francisco, Auburn, Wash., and Mira Loma, Calif. The War Department will provide escorts from the time of overseas disinterment to these centers. The various services will then provide military escorts for their deceased to the home.

The Coast Guard has 216 recorded overseas burials of which, it is presently estimated, 80 percent will be returned to the United States for final disposition, the first remains arriving in New York or San Francisco during October 1947, and continuing to arrive at the rate of approximately 20 per month until all areas are evacuated, probably by the spring of 1949.

Remains will not be returned to the United States unless and until the next of kin of the deceased has indicated a desire in the matter in answer to inquiry from headquarters.

CERTAIN MERCHANT MARINE DETAILS TO REMAIN IN OVERSEAS PORTS

At the request of the State Department the Coast Guard will retain merchant marine details in overseas ports to operate as they have in the past but without authority to hold hearings.

The Commandant has directed that merchant marine details of one officer and one clerk each be located at Antwerp, Bremerhaven, Naples, Piraeus, Shanghai, and Trieste, with two officers and one clerk each at Le Havre and Manila.

Merchant marine details will be attached to consulates and other foreign-service units. Coast Guard officers will, under general supervision of principal foreign-service officers continue to perform their functions in connection with the American merchant marine. Funds have been made available by the State Department for the payment of the personnel retained and also for office space at the various ports.

C. G. C. "MENDOTA" REPORTS ICE PATROL RESULTS

The Coast Guard cutter *Mendota* returned to Argentia on June 21, 1947, after her second cruise for the 1947 ice season on international ice patrol. Departing Argentia on May 30 she proceeded to position 46°20′ N., 53°00′ W. and cruised to point 50°00′ N., 47°00′ W., running a current section, taking bathythermograph soundings every 5 miles to the lowest depth, up to 900 feet, permitted by the depth of water. Enroute, at 48°13′ N., 50°27′ W., an iceberg was sighted. Another berg was

located at 0710 on June 2 at 49°28′ N., 51°23′ W. and the *Mendota* drifted with this berg until midnight June 3 in order to determine its set and drift.

She then proceeded to position 40°50′ N., 46°42′ W. to search for and stand by a berg reported sighted in that position at 0915 on June 2 by the S. S. *Esso Glascow*. The search plan followed after arrival at this position at 2043 on June 4, was that of a ladder crossing the reported position of the berg to the south-southeast. At the completion of this area search at 1030 on June 6 the cutter commenced a ladder-search plan to the northeastward. At 1700 on June 6 and at 1450 on June 8 she contacted Coast Guard plane No. 77255 and exchanged search and positions at each meeting. On June 9 she proceeded to Argentia for refueling, the results of the search being negative. While it is possible for a berg to have been in the reported position at that season the 5-day search for it by the *Mendota* enhances the theory that the berg, if correctly reported, must have disintegrated in 3 or 4 days, the mean sea temperatures at the surface during the search period being 65° F. After all factors were considered however, the report of a berg in this southerly position was considered erroneous by some officers.

Returning to position 49°40′ N., 49°47′ W. on June 12 the *Mendota* located a large pinnacle berg and drifted in its vicinity for 24 hours, making short radial search legs emanating from the berg, in search of other bergs in the vicinity, meanwhile keeping contact with the tracked berg by radar. She then proceeded to 51°12′ N., 47°42′ W. to search for a berg on the eastern edge of the Labrador Stream and observe its drift. The results of this search being negative she set a westward course to the Strait of Belle Isle.

From June 15 to 18 the cutter was engaged in taking bathythermograph soundings across the mouth of Belle Isle Strait and vicinity, including positions off South Wolf Island, Labrador; Indian Tickle, and North Wolf Rock.

Sailing south and southwest and west she located a large berg on the 18th in position 54°28′ N., 53°41′ W. and on the 19th proceeded southwest to check positions of other bergs sighted on the previous day. Not having located these bergs she returned to the large berg and remained with it 20 hours. After further cruising in search of bergs she departed for Argentia on the 20th. En-route she sighted four large bergs and three growlers.

A total of 24 free-floating bergs and 13 free-floating growler was detected by radar during this cruise, all of them being above 51° N., except 6 bergs and 7 growlers which were in the vicinity of 48°04′ N., 51°30′ W. In addition numerous grounded bergs were sighted on the Labrador shore.

The berg in the Labrador Stream at 49°28′ N., 51°23′ W. was observed to have a set north-northeast to north and a drift of 0.41 knots. The berg originally sighted at 49°40′ N., 49°47 W. had a set south-southeast to southeast and a drift of 0.42 knots. The berg originally sighted in position 54°47′ N., 53°58′ W. had a set south-southeast to southeast and a drift of 1.42 knots.

The full meteorological program, as carried out by all weather patrol ships, was followed throughout the cruise and synoptic surface reports were transmitted at 3-hour intervals. A bathythermograph sounding was made each day at noon for a distribution survey.

A total of 107 reports regarding the presence of ice was received during the patrol from other vessels and ice reports were received from 52 vessels. Information regarding ice conditions was sent to 20 vessels at their request. Altogether, 874 reports were received from 247 vessels during the patrol giving sea water temperatures at their respective positions.

Although no exacting scientific measurements were taken, some comparison can be made, on the basis of this cruise, of the relative values, in detecting the presence of sea ice, of the SC–4 radar, a medium range, S band, search radar used during the war as early warning against aircraft and having an improved antennae pedestal, and the SU-radar, a 3 centimeter X band, medium power, surface search radar designed for use on smaller vessels, having a 5-inch A scope or indicator on which a time sweep produces a horizontal range scale on which echo signals appear as vertical deflections, with ranges from 8,000–40,000 yards and 80 miles. As the limited complement of radarmen available permitted only one type of radar to be manned at a time, no conclusive results were obtained as to the maximum range at which a berg could be detected by these two different types of radars. It is believed, however, that the SC–4 can detect very large bergs at the greater range; that the SU can

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detect medium or small bergs or growlers at the greater range; that growlers low in the water with rounded tops are unlikely to be detected sooner by radar than by visual means; that the shape of any berg or growler above the water is a vital factor in detecting by radar; that vertical faces of ice return the greatest energy; and that, in general, with all types of bergs or growlers, the SU is somewhat superior.

The average maximum range of detection for 18 large bergs by the SU range was 20,500 yards. The average maximum range obtained on 10 large bergs by the SC–4 was 30,800 yards. The SC–4, however, was usually not manned during the initial search but was used for ranging on the berg while departing from it, due to the mast shadow effect on the SU in that operation. The SU demonstrated a superiority over SC–4 in detection of fog banks and other weather formations.

DEEPER LOADING OF GREAT LAKES TANKSHIPS AUTHORIZED

The Commandant has authorized deeper loading of Great Lakes tank ships to speed up the movement of oil essential for the production of steel. The Great Lakes tank ships move fuel oil which is used in open hearths, rolling mills, or plants in the steel industry where steel is made for ships' plates and shapes used in the construction and reconversion of merchant vessels. Waivers will be issued, upon application, to individual tank ships, depending upon surveys taking into consideration the vessel's strength, age, and other factors. In no case will permission be granted to decrease freeboard of tank ships more than $\frac{5}{10}$ inch per foot of summer draft. Waivers will be issued under authority of Public Law No. 27, Eightieth Congress, which provides for the orderly reconversion of the merchant marine from wartime to peacetime operation. No increase in draft will be granted to tank barges.

COAST GUARD INVESTIGATES S. S. "MARKAY" DISASTER

At 1010 on Sunday, June 22, 1947, the oil tanker *Markay*, which had just taken aboard 2,940,000 gallons of butane gasoline, exploded, burned, and partially sank at berth 168, Shell Oil Co. dock, Wilmington, Calif. Fire was spread to several shore installations. Property damage was estimated at more than 10 million dollars. There was loss of life and injuries. The Commandant designated a Board, under authority of Title 46, Code of Federal Regulations, Part 136.105, to investigate the casualty. The board consists of the following members: Capt. John Trebes, USCG, chairman; Capt. Edward Stuart, USCGR; and Commander Philip A. Ovender, USCGR.

Rear Adm. Frank S. Higbee, USCG (Retired), now port warden of Los Angeles, received several letters of commendation for his supervision of fire fighting and casualty work by the municipality in connection with the *S. S. Markay* fire.

COAST GUARD ASSISTANCE IN FLOODED AREA

As the first flood began reaching the St. Louis area, crest figures were reduced to predictions that would not cause major damage from St. Louis south but before all of the flood waters could be passed into the lower river, heavy rains began throughout the States of Nebraska, Kansas, Iowa, northern Missouri, and western Illinois and, in many instances, as high as 6 inches of rain fell in a 24-hour period causing new crests on already flooded tributaries which, in most cases, exceeded those of the previous 2 weeks. On June 20, Coast Guard equipment, manned by Coast Guard Auxiliary and Naval Reserve units was dispatched to Des Moines and Ottumwa, Iowa, to work in evacuation of those cities for the second week. As the crest moved into the main stem of the Mississippi, conditions were further aggravated by numerous flash floods on all tributary rivers of upper headwaters of the Missouri River throughout western Iowa, Nebraska, the Dakotas, and Kansas producing new-record stages in many cities to as far south as Waverly, Mo. Both the Missouri and Mississippi River crests were so timed as to reach the confluence of the Mississippi and Missouri simultaneously, producing new-record stages on the Mississippi from Cairo to Cape Giradeau.

Coast Guard task forces were established at Quincy, Ill., Hannibal, Louisiana, Pleasant Hill, Winfield, Elsberry, and St. Charles, Mo., on the Mississippi River; St. Joseph and Kansas City on the Missouri River and Oakville, Iowa, on the Iowa River. All Coast Guard

flood-relief gear, personnel, and mobile equipment, assisted by United States Naval Reserve personnel, Coast Guard Auxiliary and communication equipment from New Orleans, planes from Travis City, Elizabeth City, and San Diego air stations were thrown into the flood fight. As conditions improved in the upper reaches of the Des Moines and Iowa Rivers, the task forces engaged were moved to newly threatened areas of Alton, East St. Louis, Granite City, Dupo, Waterloo, Chester, and Grand Tower, Ill., to provide necessary means of evacuation as new all-time records were established in those areas. Additional work was handled by Coast Guard facilities due to the large number of levee failures inundating areas which, during previous floods, had not required evacuation.

On July 3, 1947, Coast Guard task forces were still actively engaged in the entire area of the main-stem Mississippi from Alton to Cairo, Ill., where all-time-record stages still existed.

PROPOSED HELICOPTER GLIDER LIFEBOAT FOR COAST GUARD

A twin rotor, glider-helicopter lifeboat that can be launched almost vertically from land or water is one of several proposed rescue methods now under study by the Coast Guard. While this new type of lifeboat is only an idea at the present time, Coast Guard engineers believe the project is entirely practical. The amphibious powered glider would be towed behind the search plane—released at the scene of the disaster—landed vertically—rotors jettisoned or folded back and maneuvered as a conventional motorboat while picking up survivors.

A visualized design for this helicopter lifeboat is a streamlined, sea-worthy hull—designed to carry a crew of three plus a high overload of survivors. Two three-bladed rotors, disposed fore and aft on the streamlined hull, each revolving in the opposite direction, it is believed would overcome serious balance problems—with a small, fixed horizontal stabilizer in the rear, assuring longitudinal stability. A 600 horsepower aviation engine is proposed to furnish power to the twin rotors as well as the boat's propeller. The rotors either are to be jettisoned or stowed away once the lifeboat is waterborne.

The helicopter lifeboat, as in the case of the fixed wing glider lifeboat, is intended to be towed into the air by a towrope, fastened to a specially designed tow release level on the forward portion of the hull. Various methods of tows may be employed such as aircraft, boat, and automobile (the latter possible by temporary wheels installed for use on land—jettisoned when airborne) with the take-off almost immediate in winds of moderate force. Once airborne and clear of "ground effects" it will be possible for the pilot to handle the craft much like an airplane. In landing, the pilot may come down with "power on," the tow still pulling; releasing tow and maneuvering with engine operating; or releasing tow and gliding down vertically to a landing.

In addition to the pilot, a copilot, pharmacist's mate, or medical officer may be carried in the helicopter lifeboat so that after landing the pilot may have assistance in stowing or jettisoning the rotor blades, getting unconscious survivors aboard, and giving them immediate medical attention.

One outstanding feature of this proposed helicopter lifeboat is that it would be able to land vertically on all but the very roughest of seas—seas that would ordinarily smash a conventional fixed wing craft as it came in for a landing. Compared to a fixed wing glider of the same carrying capacity, the helicopter lifeboat would be smaller, lighter, stall-proof, less susceptible to air gusts, fly at lower air speeds, land at lower ground speeds and in smaller spaces, as well as being cheaper to construct. It is expected that areodynamically the helicopter glider lifeboat will behave itself as a conventional helicopter with respect to sinking speed, rotor RPM's, and minimum flying speed.

At present, hull models of the fixed wind glider lifeboat have been built and towing tank tests for resistance, take-off and landing, as well as wind tunnel tests have been completed by the Stevens Institute of Technology. The "Roto-chute" (a rotor wing glider) has been undergoing exhaustive field tests in the laboratories of General Electric at Schenectady, N. Y., for the past several years. These tests have demonstrated the scientific soundness of the principles involved and the workability of glider-helicopter lifeboats for rescue purposes. Further construction of full-scale models has been suspended by the Coast Guard until additional funds for the project are made available.

NAVY REQUESTED TO ASSUME AIDS TO NAVIGATION DUTIES AT ADVANCE NAVY BASES

The Commandant, in a letter to the Chief of Naval Operations, dated July 10, 1947, requested that the Navy immediately assume all responsibility for aids to navigation at advance Navy bases outside the continental limits of the United States, which are not included in areas where the Coast Guard aids to navigation function is covered by existing legislation or Executive orders. The Coast Guard will, insofar as appropriations permit, continue its responsibility for aids to navigation within the following areas for which legislation or Executive orders now exist:

PACIFIC OCEAN AREAS

(*a*) Territory of Alaska.
(*b*) Territory of Hawaii.
(*c*) Midway Islands.
(*d*) Guam Island according to arrangements whereby the Navy performs work on a reimbursable basis with occasional inspection by the Coast Guard. If the Coast Guard continues loran in the Western Pacific, it will, insofar as practicable, assist in aids to navigation work at Guam as a collateral duty to loran logistics.
(*e*) American Samoan Islands according to present arrangements whereby the Navy performs work on a reimbursable basis with occasional inspections by the Coast Guard.
(*f*) Cape Mala Light and Radiobeacon, Canal Zone.

ATLANTIC OCEAN AREAS

(*a*) Guantanamo Bay, Cuba.
(*b*) Puerto Rico and adjacent American waters.
(*c*) American Virgin Islands.
(*d*) Cristobal Mole Radiobeacon, Canal Zone, according to present arrangements whereby Navy operates station and Coast Guard provides equipment maintenance through periodic servicing.
(*e*) The Coast Guard will assist in aids to navigation work at other advance Navy bases in Caribbean area, insofar as practicable as a collateral duty to regular Coast Guard functions in the area.

The above does not include loran.

CHANGES IN ASSIGNMENT

Lt. Comdr. Axel B. Axelsen (R), marine inspection, Providence, R. I., to marine inspection, Milwaukee, Wis.

Lt. Comdr. Almond L. Cunningham, *Bedloe* to yard (temporary duty pending further assignment).

Lt. Comdr. Daniel C. Dickert (R), marine inspection, Long Beach, Calif., to marine inspection, New Orleans, La.

Lt. Comdr. Gustaf H. Erickson (R), marine inspection, Long Beach, Calif., to marine inspection, Houston, Tex.

Lt. Comdr. Elbert Glaze (R), marine inspection, Corpus Christi, Tex., to marine inspection, New Orleans, La.

Lt. Comdr. Louis J. Hughes (R), marine inspection, Cleveland, Ohio, to marine inspection, St. Louis, Mo.

Lt. Comdr. Fred E. Morton (R), marine inspection, Savannah, Ga., to marine inspection, Charleston, S. C.

Lt. Comdr. William E. Schweizer, marine inspection, Norfolk, Va., to marine inspection, Cleveland, Ohio.

Lt. Comdr. Emil E. Stienback, marine inspection, San Francisco, Calif., to marine inspection, Jacksonville, Fla.

Lt. Comdr. Robert Wilcox, headquarters to Naval Academy (applied communications course, 11 months).

Lt. Comdr. Newton W. Winberg (R), marine inspection, Long Beach, Calif., to marine inspection, Mobile, Ala.

Lt. Oskar Aune, *Hornbeam* to First Coast Guard District Office.

Lt. Otto Bentz, marine inspection, Norfolk, Va., to marine inspection, New Orleans, La.

Lt. John R. Cody, marine inspection, Charleston, S. C., to marine inspection, Savannah, Ga.

Lt. Joseph L. C. Cullen (R), marine inspection, Jacksonville, Fla., to marine inspection, Savannah, Ga.

Lt. Nathaniel L. Edwards, marine inspection, San Francisco, Calif., to marine inspection, Miami, Fla.

Lt. Otto Gaich, marine inspection, San Francisco, Calif., to marine inspection, Savannah, Ga.

Lt. John B. Klapperich, marine inspection, San Francisco, Calif., to marine inspection, Mobile, Ala.

Lt. Charles H. Langlois, marine inspection, Long Beach, Calif., to marine inspection, Tampa, Fla.

Lt. Martin Lentz, Jr., marine inspection, Long Beach, Calif., to marine inspection, Tampa, Fla.

Lt. Norman D. MacLellan, Depot, Woods Hole, Mass., to *Hornbeam* (CO).

Lt. Lars. A. Sande, marine inspection, Providence, R. I., to marine inspection, New Orleans, La.

Lt. (jg) Woodley T. Clark, Twelfth Coast Guard District office to *Columbine* (CO).

Lt. (jg) Donald A. Caswell, Eighth Coast Guard District office to Naval Academy (applied communications course, 11 months).

Lt. (jg) William H. Dahn (R), *Speedwell* to *Ivy*.

Lt. (jg) Ward R. Emigh, Twelfth Coast Guard District office to Fourteenth Coast Guard District office (further assignment afloat).

Lt. (jg) James C. Heffernan, *Bramble* to *Sassafras*.

Lt. (jg) Almer T. Hovland, marine inspection, Boston, Mass., to marine inspection, Port Arthur, Tex.

Lt. (jg) Bernard E. Kolkhorst, Tenth Coast Guard District office to *Sagebrush*.

Lt. (jg) David R. Rondestvedt, *Speedwell* to *Ivy*.

Lt. (jg) Harlan E. Sterling, Depot, Woods Hole, Mass., to *Legare*.

Lt. (jg) David C. Walker, *Sweetgum* to *Sagebrush*.

Lt. (jg) William J. Zinck, Seventh Coast Guard District office to Naval Academy (aerological engineering, 1-year course).

Ensign Allyn J. Hinton, Operating base, Alameda, Calif., to air station, San Francisco, Calif.

Ensign Frank E. Parker, *Mohawk* to *Colfax*.

Ensign Ludwig K. Rubinsky, Operating base, Pier 9, New York, N. Y., to *Oak*.

Chief Boatswain Charles H. Bartlett, marine inspection, Norfolk, Va., to marine inspection, New Orleans, La.

Chief Boatswain Addison N. Ormsby, marine inspection, Norfolk, Va., to marine inspection, New Orleans, La.

Boatswain Frank Coberly, marine inspection, Portland, Oreg., to operating base, Seattle, Wash.

Boatswain Robert J. Earnest, marine inspection, Seattle, Wash., to marine inspection, New Orleans, La.

Boatswain Paul V. Stephenson, marine inspection, Tampa, Fla., to marine inspection, Mobile, Ala.

Chief Machinist Warren W. Foye, Jr., *Thetis* to *Argo*.

Chief Machinist George D. King, *Speedwell* to *Ivy*.

Chief Machinist Duffy E. Rawls, marine inspection, Philadelphia, Pa., to marine inspection, Cincinnati, Ohio.

Chief Carpenter Theodore E. Stone, marine inspection, Norfolk, Va., to marine inspection, Galveston, Tex.

ORDERED HOME PENDING RETIREMENT

Lt. Cmdr. Alexander S. Gassaway (R), physical disability.

Lt. Cmdr. Lester L. Louis, pending 30-year retirement.

Rad. Elec. Robert J. Collins, physical disability.

Bosn. Frank E. Holbrook, pending age retirement.

RESIGNATIONS APPROVED

Lt. (jg) John B. Wade, effective August 11, 1947.

CHANGES IN ASSIGNMENT

Lt. Comdr. Harold J. Babbitt, *Argo* to *Thetis* (CO).

Lt. Comdr. Oscar D. Weed, Jr., Seventeenth Coast Guard District office to air detachment, Annette Island, Alaska (CO).

Lt. Comdr. Adrian F. Werner, Academy to *Magnolia* (CO).

Lt. Eugene I. Brown, *Atalanta* to Thirteenth Coast Guard District office (temporary duty pending further assignment).

Lt. Edwin C. Crosby, air station, Biloxi, Miss., to aircraft repair and supply base, Elizabeth City, N. C.

Lt. Otto Gaich, orders from marine inspection, San Francisco, Calif., to marine inspection, Savannah, Ga., amended: to marine inspection, Port Arthur, Tex.

Lt. August Kleisch, air facility, Mayport, Fla., to Eighth Coast Guard District air detachment.

Lt. James L. Riggs, Eighth Coast Guard District air detachment to air station, San Francisco, Calif.

Lt. Robert E. Rountree, Twelfth Coast Guard District office to headquarters (merchant marine technical division).

Lt. Wesley L. Saunders, orders from *Duane* to *Cowslip* canceled.

Lt. Frank C. Schmitz, *Onondaga* to *Papaw*.

Lt. Henry C. White, air facility, Mayport, Fla., to air station, Salem, Mass.

Lt. (jg) Ludlow S. Baker, repair base, Boston, Mass., to Merrimac River Light and Lifeboat Station, Newburyport, Mass. (CO).

Lt. (jg) William R. Banks, *Jackson* to *Sagebrush*.

Lt. (jg) Alexander Cameron, merchant marine detail, Antwerp, Belgium, to marine inspection, Portland, Maine.

Lt. (jg) William R. Gill *Atalanta* to Thirteenth Coast Guard District office (temporary duty pending further assignment).

Lt. (jg) Ernest H. Goldman, First Coast Guard District office to *Cowslip*.

Lt. (jg) Keith Jorgenson, *Onondaga* to *Papaw*.

Lt. (jg) Thomas J. O'Brien, air facility, Mayport, Fla., to air station, San Francisco, Calif.

Lt. (jg) Raymond G. Parks, Jr., loran radio station, Battle Harbor, Labrador, to First Coast Guard District office (temporary duty pending further assignment).

Lt. (jg) Paul R. Peak, *Thetis* to *Argo*.

Lt. (jg) Paul T. Ryan, loran radio station, Naulo Point, Luzon, Philippine Islands, to Ninth Coast Guard District office (for further assignment afloat).

Lt. (jg) William E. Sale, air station, Biloxi, Miss., to air station, Port Angeles, Wash.

Lt. (jg) John W. Sommers, *Norlantpat* to loran radio station, Battle Harbor, Labrador (CO).

Lt. (jg) Samuel E. Taylor, *Onondaga* to *Mallow*.

Lt. (jg) Milton B. Williams, Jr., air facility, Mayport, Fla., to air station, San Francisco, Calif.

Ensign John P. Greathouse, air facility, Mayport, Fla., to air station, Miami, Fla.

Ensign Thomas W. Poers, *Atalanta* to Thirteenth Coast Guard District office (temporary duty pending further assignment).

Boatswain Milton C. Mason, *Onondaga* to *Mallow*.

Boatswain Alfred E. Phalen, repair base, Boston, Mass., to Ninth Coast Guard District office (pending further assignment).

Chief Machinist Alvie McCool, *Redbud* to operating base, Honolulu, T. H.

Chief Machinist William L. Potter, Fourteenth Coast Guard District office to *Gresham*.

Chief Machinist Joseph Buchello, *Atalanta* to Thirteenth Coast Guard District office (temporary duty pending further assignment).

RESIGNATIONS

Lt. (jg) John M. Dempsey, Jr., effective July 31, 1947.

Lt. (jg) Richard S. Lodge, effective August 18, 1947.

RETIREMENTS EFFECTIVE JULY 1, 1947

(Approved by the President on June 23, 1947)

FOR PHYSICAL DISABILITY

Name and present rank:	*Retired rank*
Nicholai Antipoff (C. B. M.)	C. B. M.*
James D. Blizzard (Electrician)	Electrician.
Wilfred C. Brocklehurst (Lieutenant)	Lieutenant.*
Lloyd D. Corlies (Ch. Machinist)	Lt. (jg).
Michael J. Cummings (C. C. M.)	C. C. M.*
James W. Davis (Ch. Pay Clk.)	Ch. Pay Clk.
James J. Finnegan (Ch. Machinist)	Lt. (jg).*
Joseph J. Guinther (C. MoMM)	C. MoMM.*
Robert H. Hackworth (Ch. Rad. Elec.)	Ch. Rad. Elec.
Richard Hewitt (Ch. Pay Clk.)	Lieutenant.*
Willie A. Moore (Machinist)	Machinist.*
Earl L. Steward (Ch. Mach.)	Lt. Comdr.
Walter O. Thomas (C. R. M.)	C. R. M.*
William H. Whiting (Ch. Carp.)	Ch. Carp.*
Anthony M. Ziblich (Captain)	Captain.

*May be advanced on retired list to higher rank under Sec. 8a and 10, Public Law 305.

FOR 30 YEARS' SERVICE

William L. Dean (Ch. Carp.)	Lt. Comdr.
Osmond C. Faulkingham (Lt. Comdr.)	Lt. Comdr.
Walter L. Hunley (Lt. Comdr.)	Lt. Comdr.
Ralph H. Leek (Lt. Comdr.)	Lt. Comdr.
Spencer L. Midgett (Ship's Clk.)	Lieutenant.
Truxton E. Midgett (Ch. Bos'n)	Lt. Comdr.
Floyd D. Overhauser (Lieutenant)	Lt. Comdr.
James W. Walsh (Ch. Bos'n)	Lt. Comdr.
Lester L. Louis (Lt. Comdr.)	Lt. Comdr.
William C. Gill (Lt. Comdr.)	Lt. Comdr.
Marvin E. Gray (C. M. M.)	Lieutenant.

FOR AGE

Frank E. Holbrook (Bos'n)	Ch. Bos'n.

RETIREMENTS EFFECTIVE AUGUST 1, 1947

(Approved by the President on June 23, 1947)

FOR PHYSICAL DISABILITY

Name and present rank:	*Retired rank*
Andrew H. Abraham (Ch. Gunner)	Ch. Gunner.*
Lawrence W. Croteau (Lt. Comdr.)	Lt. Comdr.
James Pine (Rear Admiral)	Rear Admiral.
Eugene W. Ureneff (Bos'n)	Bos'n.*

*May be advanced on retired list to higher rank under Sec. 8a and 10, Public Law 305.

CHANGES IN ASSIGNMENT

Commander Herman T. Diehl, training station, Mayport, Fla., to First Coast Guard District office (aids to navigation).

Lt. Comdr. Sidney K. Broussard, merchant marine detail, Bremerhaven, Germany, to marine inspection, Cleveland, Ohio.

Lt. Comdr. Christopher H. Endresen (R), recalled to active duty; to marine inspection, Portland, Oreg.

Lt. Gustav E. Anderson, merchant marine detail, Marseille, France, to merchant marine detail, Bremerhaven, Germany.

Lt. Wendell J. Holbert (R), subcontrol center, Mayport, Fla., to *Aurora*.

Lt. Joseph J. McClelland, *Jackson* to headquarters (Officer Personnel Division).

Lt. (jg) Russell A. Banker, Seventeenth Coast Guard District office to loran radio station, St. Paul, Alaska (CO).

Lt. (jg) Alexander Cameron, orders from merchant marine detail, Antwerp, Belgium, to marine inspection, Portland, Maine, amended; to marine inspection, Baltimore, Md. (investigating unit).

Lt. (jg) James W. Carroll, *Mariposa* to *Tamaroa*.

Lt. (jg) Austin F. Hubbard, orders from *Iroquois* to *Winona* canceled; from engineering duty *Iroquois* to line duty.

Lt. (jg) Curtis J. Kelly, naval air station, Banana River, Fla. (training), to air station, Elizabeth City, N. C.

Lt. (jg) Paul A. Lutz, ComAirLant (temporary duty) to eastern area office.

Lt. (jg) George A. Miller, subcontrol center, Mayport, Florida, to *Aurora*.

Lt. (jg) Robert T. Norris, ComAirLant (temporary duty) to western area office.

Lt. (jg) Mitchell A. Perry, naval air station, Banana River, Fla. (training), to air station, Port Angeles, Wash.

Lt. (jg) Lewis C. Powell, subcontrol center, Mayport, Fla., to *Aurora*.

Lt. (jg) Harlan E. Sterling, orders from *Cowslip* to *Legare* amended; to *General Greene*.

Lt. (jg) Joseph R. Steele, naval air station, Banana River, Fla. (training), to air station, San Francisco, Calif.

Lt. (jg) Ellsworth A. Winnette, Loran radio station, Bakati Island, Makin Atoll, to *Laurel*.

Boatswain John E. Keoughan, Fourteenth Coast Guard District office to *Redbud*.

Chief Machinist Hugh D. Olmstead, air station, Biloxi, Miss., to air station, Elizabeth City, N. C.

Machinist Rock J. Salvas, air station, Mayport, Fla., to air station, St. Petersburg, Fla.

ORDERED HOME PENDING RETIREMENT FOR PHYSICAL DISABILITY

Lt. Paul V. Long.

Chief Boatswain George K. Martin.

Boatswain Marcus N. Cobb.

CHANGES IN ASSIGNMENTS

Capt. John E. Fairbanks, *Bibb* to *Spencer* (CO).

Comdr. Earle G. Brooks, *Owasco* to *Mocoma* (CO).

Comdr. Joseph A. Bresnan, NORLANTPAT to *Ingham* (XO).

Comdr. Richard C. Foutter, Fourth Coast Guard District Office to Training Station, Groton, Connecticut.

Comdr. William P. Hawley, *Spencer* to headquarters (Floating Units Division).

Comdr. John J. Hutson, Jr., Ninth Coast Guard District office to *Sorrel* (CO).

Comdr. Oswald A. Littlefield, First Coast Guard District office to Northern inspector's office.

Comdr. Searcy J. Lowrey, Fifth Coast Guard District office to Eleventh Coast Guard District office (chief, Personnel Division).

Comdr. Simon R. Sands, Jr., NORLANTPAT to Ninth Coast Guard District office (chief, Personnel Division).

Lt. Comdr. Ora Doyle, depot, South Portland, Maine, to *Laurel* (CO).

Lt. Comdr. Christopher H. Endresen (R), marine inspection, Portland, Oreg., to marine inspection, San Francisco, Calif.

Lt. Comdr. Charles F. Kaminski (R), merchant marine detail, London, England, to marine inspection, Houston, Tex

Lt. Comdr. Chester I. Steele, Fourth Coast Guard District office to *Jonquil* (CO).

Lt. Comdr. Russell R Waesche, Fourth Coast Guard District office to *Ivy* (CO).

Lt. Bernhard R. Henry, Fourth Coast Guard District office to *Gentian* (XO).

Lt. Hoyt J. Caple, merchant marine detail, Cardiff, Wales, to marine inspection, Norfolk, Va.

Lt. John T. Cherry, *Laurel* to *Yamacraw*.

Lt. Herman W. Klotz (R), merchant marine detail, London, England, to merchant marine detail, Antwerp, Belgium.

Lt. Paul A. Ortman, Fourth Coast Guard District office to *Lilac* (CO).

Lt. Loy W. A. Renshaw, *Winona* to *Wachusetts*.

Lt. (jg) Alvin J. Boxwell, recruiting station, Hazleton, Pa., to Fifth Coast Guard District office (temporary duty pending further assingment).

Lt. (jg) Douglas H. Clifton, *Minnetonka* to *Wachusetts*.

Lt. (jg) Albert B. Ellerman, merchant marine detail, Naples, Italy, to *Perseus*.

Lt. (jg) Martin W. Flesh, *Bedloe* to *Willow*.

Lt. (jg) Paul A. Hansen, yard to *Winona*.

Lt. (jg) Robert J. LoForte, loran radio station, Saipan Island, Marianas, to *Firebush*.

Lt. (jg) Carol L. Mason (R), *Woodbine* to *Willow*.

Lt. (jg) George A. Miller, *Aurora* to repair base, St. George, Staten Island, N. Y.

Ensign William R. Chandler, *Bedloe* to *Woodbine*.

Ensign Bruce C. Johnson, *Woodbine* to *Willow*.

Chief Machinist Joseph Buchello, Thirteenth Coast Guard District office to *Redbud* (EO).

Chief Machinist William L. Potter, *Gresham* to *Gentian*.

Chief Machinist John J. Duffy, operating base, Alameda, Calif., to *Balsam*.

ORDERED HOME PENDING RETIREMENT FOR PHYSICAL DISABILITY

Gunner Charles L. Dickerson.

Machinist Edward Engel.

RESIGNATIONS

Lt. (jg) Raymond B. Starbuck, effective August 11, 1947.

Ensign Morgan L. Dring, effective July 11, 1947.

Lt. Comdr. James P. Stow, effective September 1, 1947.

Lt. (jg) Robert F. Lutz, effective September 13, 1947.

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